 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: NYC04RA153		Aircraft Registration Number: N280AT	
		Occurrence Date: 07/02/2004		Most Critical Injury: Fatal	
		Occurrence Type: Accident		Investigated By:	
Location/Time					
Nearest City/Place Tocumen	State	Zip Code	Local Time 1338	Time Zone EST	
Airport Proximity:	Distance From Landing Facility:			Direction From Airport:	
Aircraft Information Summary					
Aircraft Manufacturer Israel Aircraft Industries		Model/Series 1124		Type of Aircraft Airplane	
Sightseeing Flight: No			Air Medical Transport Flight: Discretionary		
Narrative					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>On July 2, 2004, at 1338 eastern standard time, a U.S. registered Westwind model 1124 corporate jet, N280AT, operated by Air Trek, Inc., as a Part 135 commercial air ambulance flight, impacted terrain and crashed into a building after departing from the Tocumen International Airport (MPTY), Tocumen, Panama. The airplane was destroyed by impact forces and post-crash fire. All six occupants on the airplane were fatally injured. A seventh person was also fatally injured on the ground. Visual meteorological conditions prevailed, and an instrument flight rules (IFR) flight plan was filed. The flight originated from Quito, Ecuador, and stopped in Tocumen for fuel. The flight was destined for Milan, Italy, via another fuel and crew-change stop at the Dulles International Airport, near Washington, DC.</p> <p>According to the operator, the airplane was flown with the two pilots and two flight nurses from Punta Gorda, Florida, to Guayquil, Ecuador, on July 1, 2004. The airplane was refueled with 450 gallons of Jet A upon arrival, and remained overnight. On July 2, 2004, the airplane was fueled with an additional 150 gallons of Jet A, and subsequently departed for Quito, Ecuador. Upon arriving in Quito, two passengers were boarded, and the flight departed for Panama, where it would be refueled. The airplane was not fueled during the stop in Quito.</p> <p>According to the Panama Autoridad Aeronautica Civil, the flight landed in Panama uneventfully, and proceeded to the north ramp at the main terminal. The flightcrew requested from ground service personnel that the airplane be refueled with 600 gallons of Jet A. The flightcrew specifically requested that 500 gallons of fuel be added utilizing the pressure point fueling station, and 100 gallons be added to the auxiliary tank, utilizing a gravity filler port.</p> <p>After refueling, the airplane was started and taxied to runway 3L.</p> <p>An air traffic controller observed the airplane as it began to takeoff. He recalled that, "It pitched up vertically, the nose then lowered, and the wings rocked side to side. The airplane then veered to the right and descended out of view."</p> <p>A witness, who was located north of the accident site, observed the airplane veering to the right, before descending from his view.</p> <p>The airplane impacted the ground on taxiway Hotel, north of taxiway Bravo, and a fire ensued. The right wing and right engine separated from the fuselage and fragmented into multiple pieces. The vertical stabilizer impacted the ground, and separated from the fuselage. The main fuselage, left wing, and left engine continued across a grass field, where it struck an airport worker, and impacted a concrete wall. The airplane continued through the wall, and came to rest inverted inside a building.</p> <p>Airport crash fire and rescue responded to the accident, and contained the post crash fire within 3</p>					
FACTUAL REPORT - AVIATION					

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Narrative (Continued)

minutes.

The wreckage path was oriented on a heading of about 80 degrees.

Ground scars on the taxiway were consistent with the right wing tip tank impacting the taxiway surface with the airplane in a nose high attitude, banked 90 degrees to the horizon. The scars continued forward, with the airplane rolling onto it's back, collapsing the vertical stabilizer. About 35 feet beyond the vertical stabilizer impact point, scars were observed from the left tip tank. Debris from the cockpit and forward cabin area was observed in the grass area along the wreckage path.

Airport personnel tested the fuel truck used to refuel the airplane for contamination after the accident. No abnormalities were noted.


The cockpit voice recorder (CVR) was forwarded to the National Transportation Safety Board, Washington, D.C. for further review.


The left and right engines, the horizontal stabilizer trim actuator, and the airplane's annunciator warning panel, were also retained for further examination.


The investigation is under the jurisdiction of the government of Panama. Further information pertaining to this accident may be obtained from:


Departamento Seguridad Aviaiclon
Investigation Accidente,
Panama, Republica de Panama
011-507-315-9102
011-507-315-0386
www.aeronautica.gob.pa

This report is for information purposes only and contains only information released by the Panamanian Government.

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		Occurrence Date: 07/02/2004				
		Occurrence Type: Accident				
Landing Facility/Approach Information						
Airport Name		Airport ID:	Airport Elevation Ft. MSL	Runway Used	Runway Length	Runway Width
Runway Surface Type:						
Runway Surface Condition:						
Type Instrument Approach:						
VFR Approach/Landing:						
Aircraft Information						
Aircraft Manufacturer Israel Aircraft Industries		Model/Series 1124		Serial Number		
Airworthiness Certificate(s):						
Landing Gear Type:						
Homebuilt Aircraft? No	Number of Seats:	Certified Max Gross Wt. LBS		Number of Engines:		
Engine Type:	Engine Manufacturer:	Model/Series:		Rated Power:		
- Aircraft Inspection Information						
Type of Last Inspection	Date of Last Inspection	Time Since Last Inspection Hours		Airframe Total Time Hours		
- Emergency Locator Transmitter (ELT) Information						
ELT Installed?	ELT Operated?	ELT Aided in Locating Accident Site?				
Owner/Operator Information						
Registered Aircraft Owner		Street Address				
		City	State	Zip Code		
Operator of Aircraft Air Trek, Inc.		Street Address 28000-A5 Airport Road				
		City Punta Gorda	State FL	Zip Code 33982		
Operator Does Business As:			Operator Designator Code:			
- Type of U.S. Certificate(s) Held:						
Air Carrier Operating Certificate(s): On-demand Air Taxi						
Operating Certificate:			Operator Certificate:			
Regulation Flight Conducted Under: Part 135: Air Taxi & Commuter						
Type of Flight Operation Conducted: Non-scheduled; International; Passenger Only						
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 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: NYC04RA153							
		Occurrence Date: 07/02/2004							
		Occurrence Type: Accident							
First Pilot Information									
Name		City		State	Date of Birth	Age			
On File									
Sex:	Seat Occupied:	Principal Profession:		Certificate Number: On File					
Certificate(s):									
Airplane Rating(s):									
Rotorcraft/Glider/LTA:									
Instrument Rating(s):									
Instructor Rating(s):									
Type Rating/Endorsement for Accident/Incident Aircraft?				Current Biennial Flight Review?					
Medical Cert.:		Medical Cert. Status:		Date of Last Medical Exam:					
- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument Actual Simulated	Rotorcraft	Glider	Lighter Than Air
Total Time									
Pilot In Command(PIC)									
Instructor									
Last 90 Days									
Last 30 Days									
Last 24 Hours									
Seatbelt Used?		Shoulder Harness Used?		Toxicology Performed?		Second Pilot?			
Flight Plan/Itinerary									
Type of Flight Plan Filed: IFR									
Departure Point	State				Airport Identifier	Departure Time	Time Zone		
Same as Accident/Incident Location					MPTY		EST		
Destination	State				Airport Identifier				
Dulles				VA	IAD				
Type of Clearance:									
Type of Airspace:									
Weather Information									
Source of Briefing:									
Method of Briefing:									
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 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: NYC04RA153			
		Occurrence Date: 07/02/2004			
		Occurrence Type: Accident			
Weather Information					
WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
MPTY	1400		Ft. MSL	NM	Deg. Mag.
Sky/Lowest Cloud Condition: Scattered			1800 Ft. AGL		Condition of Light:
Lowest Ceiling: Broken			3000 Ft. AGL		Visibility: SM
Altimeter: 29.96		"Hg			
Temperature: 32 °C	Dew Point: 25 °C	Wind Direction: 290			Density Altitude: Ft.
Wind Speed: 5	Gusts:	Weather Conditions at Accident Site: Visual Conditions			
Visibility (RVR): Ft.	Visibility (RVV)	SM	Intensity of Precipitation:		
Restrictions to Visibility:					
Type of Precipitation:					
Accident Information					
Aircraft Damage: Destroyed		Aircraft Fire:		Aircraft Explosion	
Classification:					
- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot	1				1
Second Pilot	1				1
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants					
Other Crew					
Passengers	4				4
- TOTAL ABOARD -	6				6
Other Ground	1				1
- GRAND TOTAL -	7				7
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 National Transportation Safety Board FACTUAL REPORT AVIATION	NTSB ID: NYC04RA153	
	Occurrence Date: 07/02/2004	
	Occurrence Type: Accident	
Administrative Information		
Investigator-In-Charge (IIC) Stephen M. Demko		
Additional Persons Participating in This Accident/Incident Investigation: Eric West AAI-100 Washington, DC		
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